

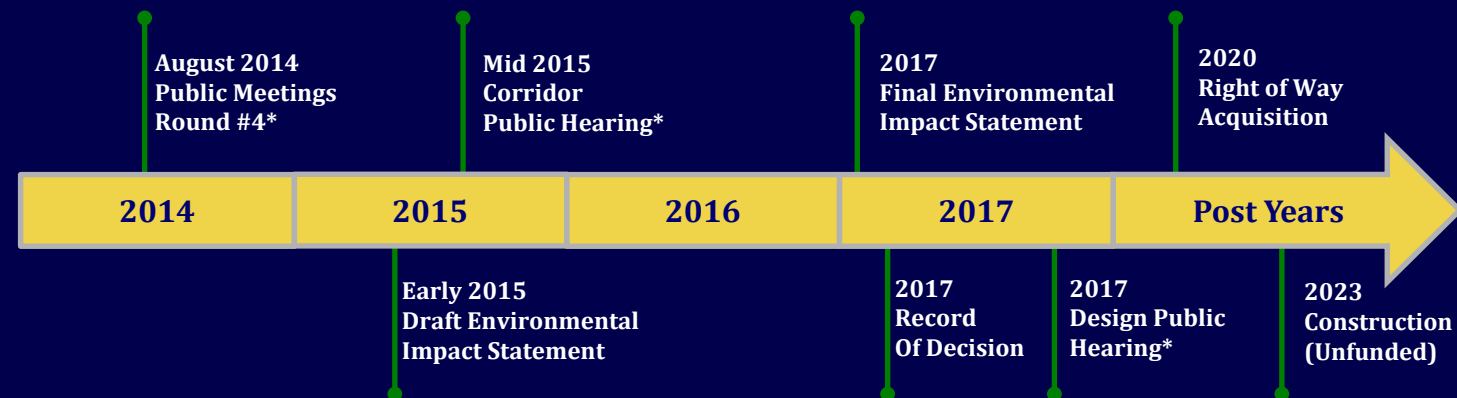
WHAT'S NEXT?

The Kinston Bypass study is in a conceptual phase. The NCDOT has conducted corridor-level analyses, and has not made any decisions on specific highway alignments within these wide corridors. All design alternatives are subject to change as the project team continues to study the best ways to have minimum impacts to homes, businesses, and community and natural resources in the area. NCDOT expects to complete the Draft Environmental Impact Statement (DEIS) in early 2015. The DEIS will discuss all of the alternatives studied (and eliminated) and the process followed to date. It will list specific parameters such as traffic analysis, cost, and impacts to the human and natural environment for each of the alternatives analyzed. After this information is published and before any decisions are made on a preferred corridor, NCDOT will conduct a Public Hearing to seek public opinions and preferences on the various alternatives analyzed in the DEIS.



The updated Project Schedule shown below identifies future opportunities for public input. However, the project team is available to answer project related questions throughout the project planning and design process.

PROJECT SCHEDULE



* Indicates opportunities for public input

PROJECT CONTACTS

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Missed the Meeting?

If you are unable to attend the meeting, scan the QR Code to the right to access the project website.

Project Hotline - Línea Gratuitita del Proyecto:

1-800-233-6315 (English/ Español)

Project Website - Página Web del Proyecto:

<http://www.ncdot.gov/projects/kinstonbypass/>



KINSTON BYPASS PROJECT

STIP Project Number R-2553



MEETING HANDOUT—AUGUST 2014—PUBLIC MEETING ROUND 4

PROJECT UPDATE

Working with the US Army Corps of Engineers as the lead federal agency, the NC Department of Transportation (NCDOT) led a January 2014 meeting with local officials and other state and federal agencies, in which all northern bypass alternatives were eliminated from further study. At the same meeting, a new alternative was added for consideration—Upgrade Existing US 70 with a Shallow Southern Bypass. The existing Southern Bypass alternatives and the Upgrade Existing US 70 will remain under consideration. A map of the detailed study alternatives is shown on pages 2 and 3.

The decision to remove Northern Bypass alternatives is a direct result of a new Traffic Forecast that show Southern Bypass alternatives will draw much more traffic onto a bypass. Southern Bypass alternatives attract enough traffic from the existing US 70 such that traffic congestion is noticeably reduced in central Kinston - which eliminates the need for widening existing US 70 in the foreseeable future. Northern Bypass alternatives draw so little traffic from existing US 70 that improvements to existing US 70 would still be needed, even after a Northern Bypass was constructed.

WHY HAVE THE NORTHERN ALTERNATIVES BEEN REMOVED?

In 2012, a Traffic Forecast was completed on the detailed study alternatives, which included northern bypass alternatives, the upgrade existing US 70 alternative, and the southern bypass alternatives. The results of the Traffic Forecast showed that the northern bypass alternatives do not draw substantial amounts of traffic from existing US 70. When compared to the southern bypass alternatives, the southern bypass alternatives are projected to carry more than twice the bypass traffic of northern bypass alternatives. The results of the Traffic Forecast also showed that travelers liked to minimize their driving distance, and that the shorter bypass alternatives draw more travelers than the deeper and longer bypass alternatives.

Based on these numbers, if a northern bypass alternative was constructed, it would draw so little traffic off of existing US 70, that existing US 70 would still need to be widened to handle the traffic volumes projected for the future years. The result is that the northern alternatives did not meet the project's purpose and need.

NEW ALTERNATIVE ADDED: UPGRADE EXISTING US 70 WITH A SHALLOW SOUTHERN BYPASS



Due to the high density of development and the natural environmental features found in central Kinston, engineers encountered a number of impacts and issues as conceptual designs were developed for the Upgrade Existing US 70 alternative. Based on this, the project team looked at several short alignments that might bypass the most densely-developed areas.

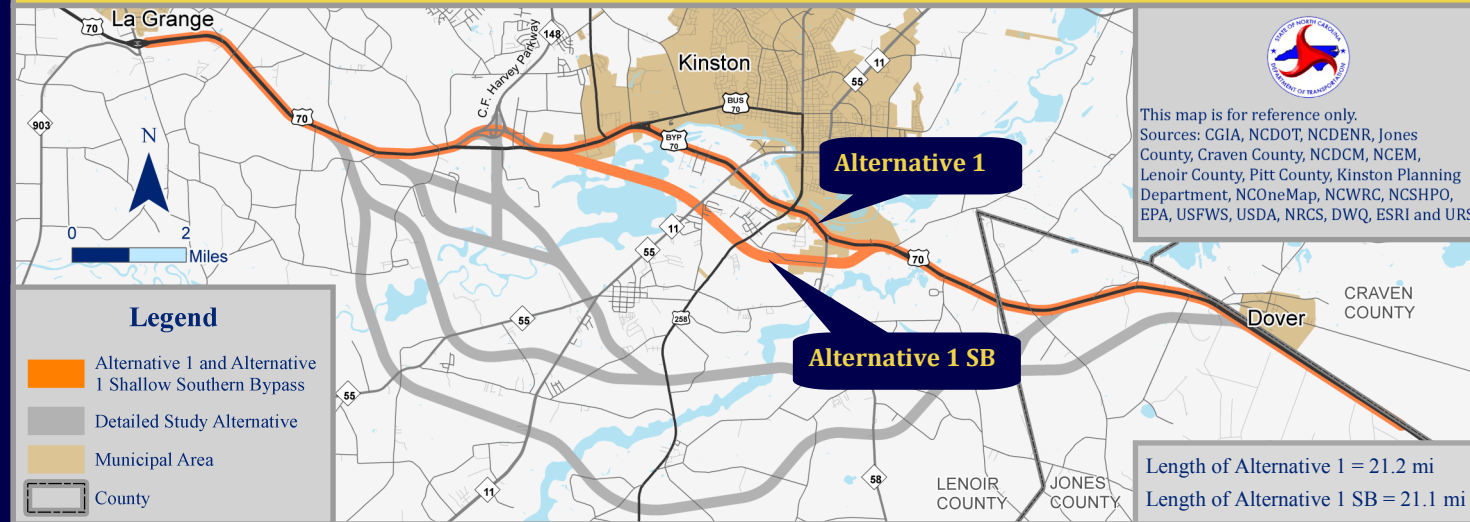
The Upgrade Existing US 70 with a Shallow Southern Bypass alternative was officially added as a Detailed Study Alternative in January 2014 (as shown on Page 3). This alternative widens US 70 to the east and west sides of the city, but creates a new location highway in central Kinston. The corridor for the new

Upgrade Existing US 70 with a Shallow Southern Bypass alternative begins just east of the recently opened section of the C.F. Harvey Parkway and runs to the southeast across the Neuse River, crossing NC 11/55 near the Goodman Road intersection. The corridor then crosses US 258 near Collier-Loftin Road and continues eastward to cross NC 58 in the area south of Lenoir Community College and rejoins existing US 70 near Neuse Road.

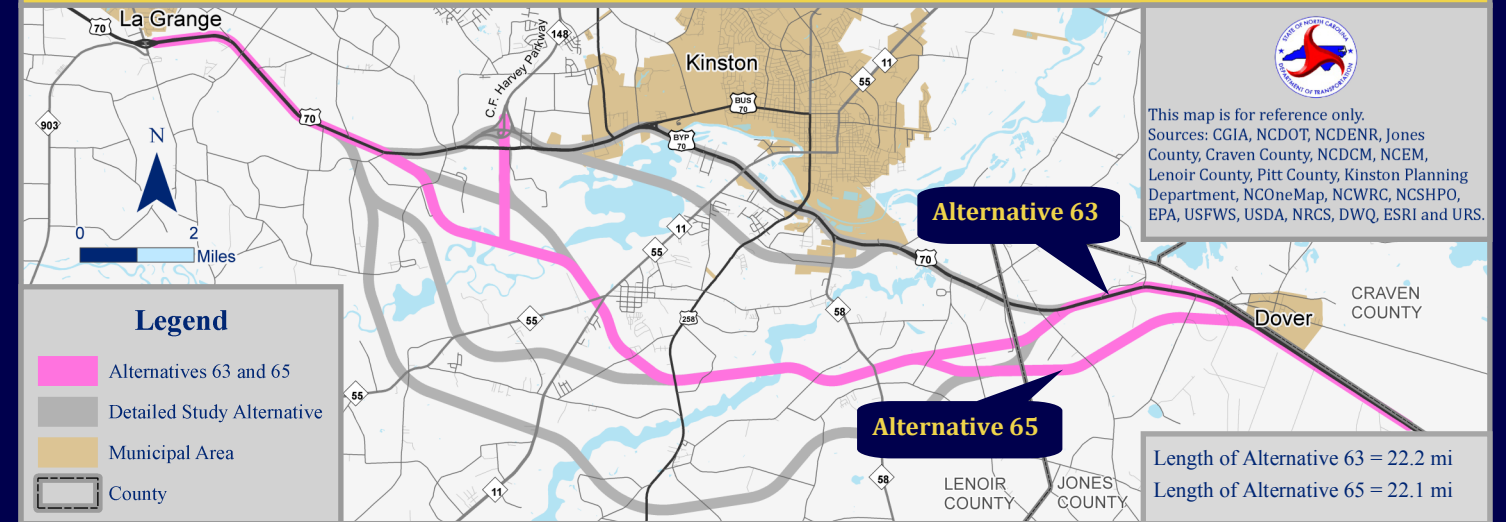
Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina.

DETAILED STUDY ALTERNATIVES

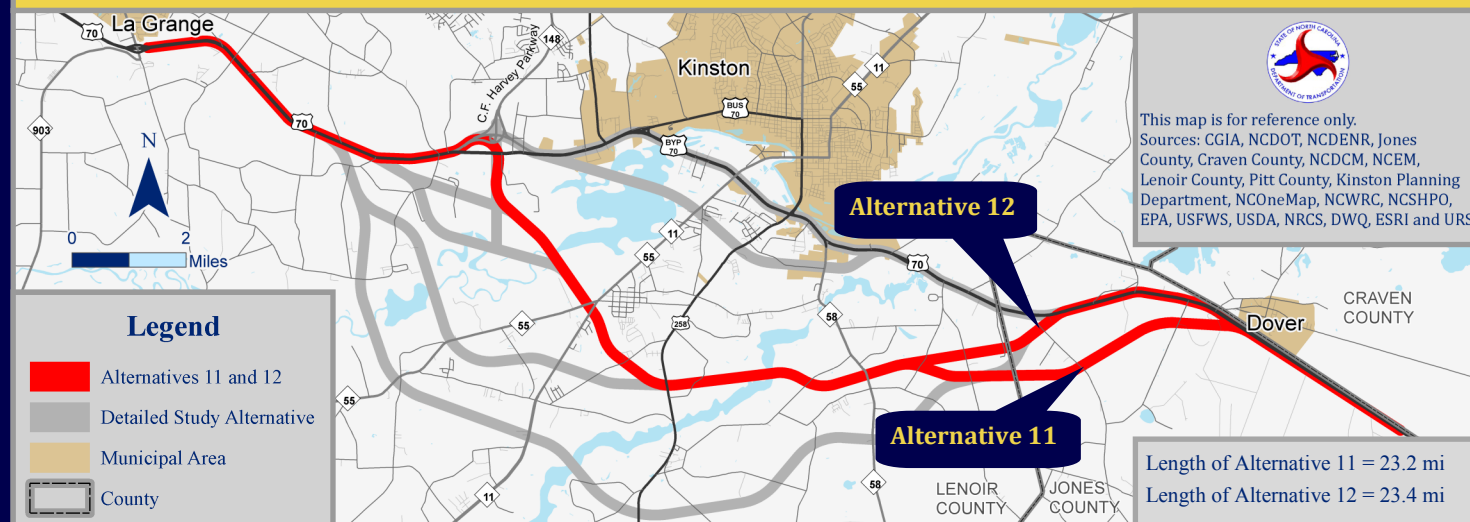
ORANGE ALIGNMENTS—ALTERNATIVES 1 & 1 SHALLOW SOUTHERN BYPASS



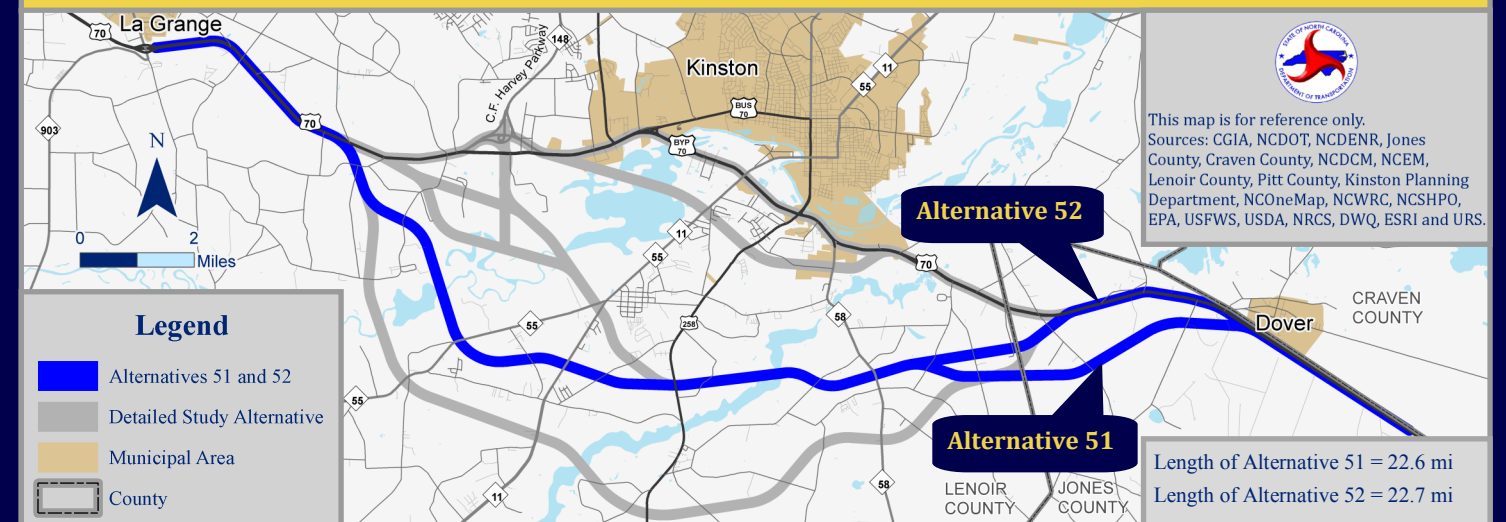
PINK ALIGNMENTS—ALTERNATIVES 63 & 65



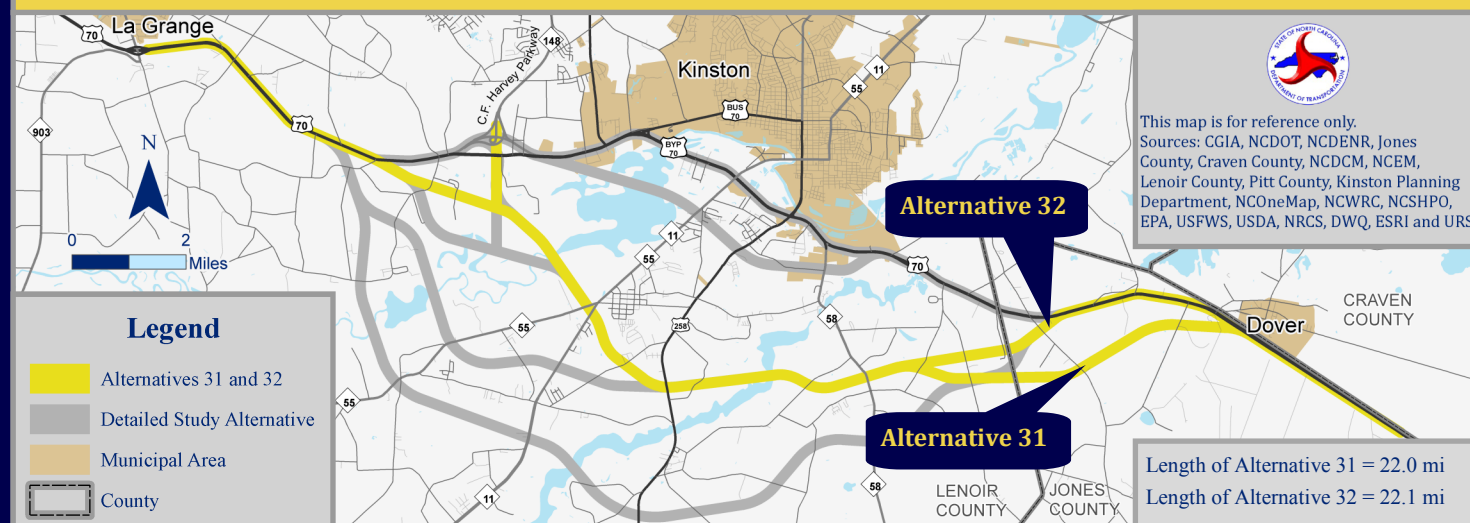
RED ALIGNMENTS—ALTERNATIVES 11 & 12



BLUE ALIGNMENTS—ALTERNATIVES 51 & 52



YELLOW ALIGNMENTS—ALTERNATIVES 31 & 32



PURPLE ALIGNMENTS—ALTERNATIVES 35 & 36

